

## A. Introduction

1. **Title:** Transmission Maintenance
2. **Number:** FAC-501-WECC-24
3. **Purpose:** To ensure the Transmission Owner of a ~~transmission~~-path identified in the Table Revision Process, Attachment ~~BA~~, Major WECC Transfer Paths in the Bulk Electric System, ~~including associated facilities (Table)~~, has a Transmission Maintenance and Inspection Plan (TMIP); for those paths, annually updates its TMIP, and performs and documents maintenance and inspection activities in accordance with ~~adheres to~~ the TMIP.
4. **Applicability**
  - 4.1 Transmission Owners ~~that maintain the transmission~~maintaining paths ~~in-listed on the Table.~~

### 5. Facilities

5.1 Bulk Electric System Facilities, Elements, Transmission Lines, and other equipment as listed on Attachment ~~B-A~~ Transmission Maintenance and Inspection Plan (TMIP) Content, comprising the named paths on the Table.

~~6. Effective Date: The first day~~See Posting 1, Implementation Plan

## B. Background

*(This section may be removed from the standard to align with NERC's current trends. If so, the content will be provided to NERC as part of the first quarter following applicable regulatory WECC's filing with a request for approval.)*

~~B~~In July and August of 1996, the Western Interconnection experienced two widespread outages resulting from inadequate vegetation management. In March 1997, the Western Systems Coordinating Council (WSCC) trustees created the WSCC Reliability Management System (RMS) Policy Group establishing a remedial contract-based operational agreement known as the RMS. Although the RMS was established in response to the 1996 vegetation-related outages, unlike the FAC-003-X Transmission Vegetation Management standard, neither the RMS nor those standards evolving from it had vegetation management as their primary purpose. Rather, the initial version of WECC's Regional Reliability Standards were designed to address the outages collectively by continuing operational practices addressed in the RMS.<sup>1</sup>

By February 2000, the WSCC translated the RMS into what would become the first version

<sup>1</sup> The initial version of WECC's regional Reliability Standards were colloquially referred to as Version Zero standards. Version Zero is not a term used in the NERC Glossary of Terms Used in Reliability Standards. (See Docket No. RR07-11-000, July 2007).

FAC-501-WECC-24 – Transmission Maintenance As Approved Att. B Redlined to Prop. Att. C-1 of NERC's mandatory Reliability Standards. In that process, the list of paths contained in the 2000 RMS, Table 4 migrated from the RMS into PRC-STD-005-1 (PRC), Transmission Maintenance, Attachment A, Table 2, Existing WECC Transfer Paths (BPTP), (Revised February 2006), and was permanently replaced with FAC-501-WECC-1 and 2, Transmission Maintenance (Version 2, 2018).

The paths listed in the Table did not change between 2000 and 2020. Neither the RMS nor the filings of PRC-STD-005-1, FAC-501-WECC-1 or 2 explain why the specific paths were added to the Table, except that the RMS defines those paths as being monitored by the "Security Coordinator."

The addition of the Table Revision Process (Process) is intended to provide a streamlined development procedure for adding, removing or modifying paths listed on the Table. Specific equipment comprising a path can be identified on FAC-501-WECC-4, Attachment A, Transmission Maintenance and Inspection Plan.

## **C. Requirements and Measures**

- R1.** Each Transmission Owner shall have a TMIP that includes, at a minimum, each of the items listed in Attachment A, Transmission Maintenance and Inspection Plan (TMIP) Content. - *[Violation Risk Factor: Medium] [Time Horizon: Long-term Planning]*
- M1.** Each Transmission Owner will have evidence that it has a TMIP detailing each of the items listed in Attachment A, as required in Requirement R1.
- R2.** Each Transmission Owner shall annually update its TMIP to reflect all changes to its TMIP. - *[Violation Risk Factor: Medium] [Time Horizon: Long-term Planning]*
- M2.** Each Transmission Owner will have evidence that it annually updated its TMIP, as required in Requirement R2. - When an annual update shows ~~that~~ no changes are required to the TMIP, evidence may include but is not limited to, attestation that the update was performed but showed ~~that~~ no changes were required.
- R3.** Each Transmission Owner shall adhere to its TMIP. *[Violation Risk Factor: Medium] [Time Horizon: Operations Assessment]*
- M3.** Each Transmission Owner will have evidence that it adhered to its TMIP, as required in Requirement R3. - Evidence may include, but is not limited to:
  - 1.1** The date(s) the patrol, inspection or maintenance was performed;
  - 1.2** ~~The transmission Facility or Element~~ The equipment on which the maintenance was performed;
  - 1.3** A description of the inspection results or maintenance performed.

## ~~CD.~~ **Compliance**

### **1. Compliance Monitoring Process**

**1.1. Compliance Enforcement Authority:** ~~“Compliance Enforcement Authority” means NERC or the Regional Entity, or any entity as otherwise designated by an Applicable Governmental Authority, in their respective roles of monitoring and/or enforcing compliance with mandatory and enforceable Reliability Standards in their respective jurisdictions.~~

**1.2. Evidence Retention:** ~~The following evidence retention period(s) identify the period of time an entity is required to retain specific evidence to demonstrate compliance. For instances where the evidence retention period specified below is shorter than the time since the last audit, the Compliance Enforcement Authority may ask an entity to provide other evidence to show that it was compliant for the full time period since the last audit.~~

~~The applicable entity shall keep data or evidence to show compliance as identified below unless directed by its Compliance Enforcement Authority to retain specific evidence for a longer period of time as part of an investigation.~~

- ~~• The Transmission Owners listed in section 4.1 shall keep data or evidence of Requirements ~~1-3~~~~R1-R3~~ for three calendar years, or since the last audit, whichever is longer.~~

**1.3. Compliance Monitoring and Enforcement Program:** ~~As defined in the NERC Rules of Procedure, “Compliance Monitoring and Enforcement Program” refers to the identification of the processes that will be used to evaluate data or information for the purpose of assessing performance or outcomes with the associated Reliability Standard.~~

## Violation Severity Levels

R #	Violation Severity Levels			
	Lower VSL	Moderate VSL	High VSL	Severe VSL
<b>R1.</b>	<del>The Transmission Owner's TMIP did not include one of the items listed in Attachment A, as required in Requirement R1.</del>	<del>The Transmission Owner's TMIP did not include two of the items listed in Attachment A, as required in Requirement R1.</del>	<del>The Transmission Owner's TMIP did not include three of the items listed in Attachment A, as required in Requirement R1.</del>	<del>The Transmission Owner's TMIP did not include four or more of the items listed in Attachment A, as required in Requirement R1.</del>
<b>R2.</b>	<del>The Transmission Owner did not annually update its TMIP (within the 365 days following the last review), as required by R2.</del>	<del>The Transmission Owner did not update its TMIP within the last one year and 1 day (within the 366 days following the last review), as required by R2.</del>	<del>The Transmission Owner did not update its TMIP within the last two years and 1 day (within the 731 days following the last review), as required by R2.</del>	<del>The Transmission Owner did not update its TMIP within the last three years and 1 day (within the 1095 days following the last review), as required by R2.</del>
<b>R3.</b>	<del>The Transmission Owner failed to adhere to: 1) one transmission line maintenance item, or 2) one station maintenance item, as contained in its TMIP, as required in R3.</del>	<del>The Transmission Owner failed to adhere to: 1) two transmission line maintenance items; or, 2) two station maintenance items; or 3) any combination of two items taken from the above list, for items contained in its TMIP, as required in R3.</del>	<del>The Transmission Owner failed to adhere to: 1) three transmission line maintenance items; or, 2) three station maintenance items; or 3) any combination of three items taken from the above list, for items contained in its TMIP, as required in R3.</del>	<del>The Transmission Owner failed to adhere to: 1) four or more transmission line maintenance items; or, 2) four or more station maintenance items; or, 3) any combination of four or more items taken from the above list, for items contained in its TMIP, as required in R3.</del>

**E. Regional Variances**

None.

**EF. Associated Documents**~~None~~ Table Revision Process (Process)The Process is *not* part of this Standard.The Process: 1) describes the procedure whereby paths are added to or removed from the Table Revision Process, Attachment A, Major WECC Transfer Paths in the Bulk Electric System, and 2) contains the sole-source, FERC-approved listing of paths known as Major WECC Transfer Paths in the Bulk Electric System.**Version History** – Shows Approval History and Summary of Changes in the Action Field

Version	Date	Action	Change Tracking
1	April 16, 2008	Permanent Replacement Standard for PRC-STD-005-1	
1	October 29, 2008	NERC BOT conditional approval	
1	April 21, 2011	FERC Approved in Order 751	
2	July 1, 2017	Approved by the WECC Board of Directors.	1) Conformed to newest NERC template and drafting conventions, 2) eliminated URLs, 3) clarified Attachment A, and Measure M3.
2	February 8, 2018	Adopted by the NERC Board of Trustees.	
2	May 30, 2018	FERC Order issued approving FAC-501-WECC-2. Docket No. RD18-5-000. -Effective July 1, 2018.	
<u>3</u>		<u>TBD</u>	<u>TBD</u>

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## Attachment A Transmission Maintenance and Inspection Plan (TMIP) Content

The TMIP shall include, at a minimum, each of the following ~~details~~items:

### 1. Facilities

A list of Facilities ~~(e.g., transmission lines, transformers, etc.) and~~ Elements ~~(e.g., circuit breaker, bus section, etc.) that comprise each transmission path(s) identified in, Transmission Lines, and other equipment comprising the named paths on the Table Revision Process (Process), Attachment BA, Major WECC Transfer Paths in the Bulk Electric System- (Table).~~

### 2. Maintenance ~~Methodology~~Method

A description of the maintenance ~~methodology~~method(s) used for the ~~Facility, transmission line, or station equipment~~ included in the TMIP.-

The TMIP maintenance ~~methodology~~method may be any one of the following or any combination thereof, but must include at least one of the following:

- Performance-based
  - This approach conducts maintenance by first defining the outcome then designing a maintenance program to meet the end performance.
- Time-based
  - This approach conducts maintenance based on defined timelines or specific events.
- Condition-based
  - This approach conducts maintenance based on the current condition of equipment.
- Risk-based
  - This approach conducts maintenance proactively based on predictive modeling. This approach is a benefit/burden analysis weighing the cost of maintenance against the likelihood of component failure. Equipment posing a greater risk to reliability in the event of failure may be maintained more frequently than components posing a lower reliability risk in the event of failure.
- Original Equipment Manufacturer
  - This approach is based on the recommendations of the equipment manufacturer.

### 3. Periodicity

~~A~~  
Based on the maintenance method(s) selected in Item 2 above, the TMIP shall include a specification of the periodicity that at which the described maintenance will occur, or under what circumstances/circumstance it occurs.

### 4. Transmission Line Maintenance and Inspection





**Attachment B****Major WECC Transfer Paths in the Bulk Electric System**

	<b>PATH NAME*</b>	<b>Path Number</b>
1.	<del>Alberta — British Columbia</del>	<del>1</del>
2.	<del>Northwest — British Columbia</del>	<del>3</del>
3.	<del>West of Cascades — North</del>	<del>4</del>
4.	<del>West of Cascades — South</del>	<del>5</del>
5.	<del>West of Hawaii</del>	<del>6</del>
6.	<del>Montana to Northwest</del>	<del>8</del>
7.	<del>Idaho to Northwest</del>	<del>14</del>
8.	<del>South of Los Banos or Midway — Los Banos</del>	<del>15</del>
9.	<del>Idaho — Sierra</del>	<del>16</del>
10.	<del>Borah West</del>	<del>17</del>
11.	<del>Idaho — Montana</del>	<del>18</del>
12.	<del>Bridger West</del>	<del>19</del>
13.	<del>Path C</del>	<del>20</del>
14.	<del>Southwest of Four Corners</del>	<del>22</del>
15.	<del>PG&amp;E — SPP</del>	<del>24</del>
16.	<del>Northern — Southern California</del>	<del>26</del>
17.	<del>Intmntn. Power Project DC Line</del>	<del>27</del>
18.	<del>TOT 1A</del>	<del>30</del>
19.	<del>TOT 2A</del>	<del>31</del>
20.	<del>Pavant — Gonder 230 kV</del> <del>Intermountain — Gonder 230 kV</del>	<del>32</del>
21.	<del>TOT 2B</del>	<del>34</del>
22.	<del>TOT 2C</del>	<del>35</del>
23.	<del>TOT 3</del>	<del>36</del>
24.	<del>TOT 5</del>	<del>39</del>
25.	<del>SDGE — CFE</del>	<del>45</del>
26.	<del>West of Colorado River (WOR)</del>	<del>46</del>
27.	<del>Southern New Mexico (NM1)</del>	<del>47</del>
28.	<del>Northern New Mexico (NM2)</del>	<del>48</del>
29.	<del>East of the Colorado River (EOR)</del>	<del>49</del>
30.	<del>Cholla — Pinnacle Peak</del>	<del>50</del>
31.	<del>Southern Navajo</del>	<del>51</del>
32.	<del>Brownlee East</del>	<del>55</del>
33.	<del>Lugo — Victorville 500 kV</del>	<del>61</del>
34.	<del>Pacific DC Intertie</del>	<del>65</del>
35.	<del>COI</del>	<del>66</del>
36.	<del>North of John Day cutplane</del>	<del>73</del>
37.	<del>Alturas</del>	<del>76</del>
38.	<del>Montana Southeast</del>	<del>80</del>
39.	<del>SCIT**</del>	
40.	<del>COI/PDCI — North of John Day cutplane**</del>	

\* — For an explanation of terms, path numbers, and definition for the paths refer to WECC's Path Rating Catalog.

\*\* — The SCIT and COI/PDCI North of John Day Cutplane are paths that are operated in accordance with nomograms identified in WECC's Path Rating Catalog